



United States Coast Guard Auxiliary
 District 11 Northern Region
 Serving Northern California, Nevada, Utah



Vessel Safety Check Newsletter

September 2009

Volume 6 Number 9

Mike Lauro DSO-VE

Joaquin Duran ADSO-VE Tony Budlong ADSO-VE Phil Grove ADSO-VE

This newsletter is the publication of the U.S. Coast Guard Auxiliary, District 11NR - Vessel Safety Check program and published at no cost to either the Coast Guard or the Coast Guard Auxiliary. This newsletter will be distributed in PDF format electronically to each Vessel Examiner in D11NR with a CURRENT email. It can also be found on the D11NR website. It will be published on January 1st and each month starting with April and ending with October. Disclosure of the personal information contained in this publication is subject to the provisions contained in the Privacy Act of 1974. As a matter of policy, roster of names, addresses, email address and telephone numbers shall not be made available to the general public or any outside organizations. This newsletter is a team effort by the DSO-VE staff and is responsible for its content. If you have anything suitable you think should be included that others would benefit from, please send it to Mike Lauro. It may be discontinued at any time by the DSO-VE.

DSO Comments

By Mike Lauro



Congratulations to the 12 recent graduates of the Vessel Examiner class at the August PCA Fair! You'll find their names listed

further in the newsletter. So that the qualification process with the recent graduates and other new examiners goes smoothly, I'd like to take a minute to review the qualification process.

After passing the VE exam whether in the classroom or the on-line exam, the trainee needs to complete at least 5 supervised VSC's under the guidance of a qualified examiner. The VSC's can be performed all in one outing (the preferred method) or over several outings. The qualifying examiner receives credit for these VSC's on the 7038 form with the name of the trainee and member number listed on top of the form and in the REMARKS

section. The 7038 should only show VSC's performed with the trainee. All your other VSC activity should be listed on a separate 7038. In addition to the 7038, the VE portion of the District MT-2 form **MUST** be filled out **COMPLETELY** by the qualifying examiner and then returned to the trainee so the Flotilla Commander can sign and date the form who then returns it to the trainee. After making a copy, the trainee can either fax or mail the MT-2 form to the DIRAUX office. The MT-2 form along with many other aids can be found on your D11NR website:

<http://rbsafety.d11nuscgaux.info/ve.html>.

The qualifying examiner's 7038 with the trainee information should be promptly submitted thru the I.S. system. It is important to note that each step must be completed correctly and in a timely manner or an unnecessary delay will be created. Once the trainee has completed the

supervised exams, they can continue performing VSC's that day. There are many possible methods to train a new examiner. Keep in mind that even though the trainee passed the written test, they may not be able to properly use the knowledge. In addition, the trainee may not possess the confidence to greet the boater or correctly complete the VSC form. With this in mind, I prefer the trainee observe me greeting the boater and observe me performing at least the 1st and 2nd exam. Under your supervision they can then perform at least the 3rd thru 5th exam, maybe more. As the trainee performs these exams, each should be critiqued away from any other VSC activity so as not to embarrass the trainee. Hopefully, each succeeding examination is an improvement over the previous Checks.

Just a couple of quick reminders: 1) All examiners need to remember to contact your FSO-VE, VFC, or FC if you plan to perform a VSC on a boat or spend hours at your favorite marina/launch ramp by yourself. This notification-not permission is so that

you are covered by the Coast Guard insurance if something should happen. 2) All examiners at a VSC station should dress alike and dress correctly. The FSO-VE or the person establishing the station establishes the uniform of the day. The light blue golf shirt is an excellent substitute for the tropical blue shirt. Remember NO devices are worn on a Tilly hat or on the light blue golf shirt, as these are NOT uniform items. 3) Though not required, for YOUR safety a PFD should be worn when working around any docks or climbing aboard any vessels. It may be the new inflatable type V that we just received or a type III or a float coat. 4) **Finally, we perform VSC's-Vessel Safety Checks, not VE's. VE's are you and I-"Vessel Examiners".**

Even though it's late in the season and water levels are dropping, let's get a crew together, other equipment and schedule a VSC station to help out the boater-that's what we agreed to do when we joined the Coast Guard Auxiliary!

As always, your comments are welcome.

ADSO Comments



For this month's comments, I'd like to touch on item #15 of the VSC: **Overall Vessel Condition.** The boater may have

all other equipment pertaining to the VSC, and still fail based on your observations of the vessel and its condition.

Deck free of hazards and clean bilge: The boat must be free from fire hazards, in good overall condition, with

bilges reasonably clean and visible hull structure generally sound. The use of automobile parts on boat engines is not acceptable. How can you tell if the part is a marine or auto part? If the part appears new, ask the boater where they purchased the component. Components include: starters, alternators, fuel pumps and carburetors. Additionally, for an outboard, the engine horsepower must not exceed that shown on the capacity plate.

Electrical Systems: The electrical system must be protected by fuses or manual reset circuit breakers. Switches and fuse panels must be protected from rain or water spray. Wiring must be in good condition, properly installed and with no exposed areas or deteriorated insulation. Batteries must be secured and terminals covered to prevent accidental arcing. If installed, self-circling or kill switch mechanism must be in proper working order. All PWCs require an operating self circling or kill switch mechanism.

Fuel Systems: Fuel Systems - Portable fuel tanks (normally 7 gallon capacity or less) must be constructed of non-breakable material and free of corrosion and leaks. All vents must be capable of being closed. The tank must be secured and have a vapor-tight, leak-proof cap. Each permanent fuel tank must be properly ventilated.

Safe Galley and Heating Systems: System and fuel tanks must be properly secured with no flammable materials nearby.

Additional items: Adequate ventilation provided for all appliances and their fuel source. Appliances shutoff valves must be readily accessible. Verify that no flammable material is in the proximity to appliances. Portable appliances must be properly secured and fixed in position when in use and when in stowed position. Permanently installed appliances must be securely fastened. Check that all appliances are also properly ventilated.

On vessels less than 20 feet in particular, verify that the engine horsepower is equal to or less than that stated on the capacity plate.

Note: General Information-VSC Decal

It seems that some examiners still are unsure as to where the VSC decal should be placed. It shall be affixed immediately by the examiner in the presence of the owner, in a location agreeable to both that will not interfere or obscure the operator's view, and be readily visible to authorities. **This is normally on the lower forward corner of a portside window or windshield.** If no window is available, it may be affixed to the dashboard or the back of the seat. Often, the boater requests that it be placed along with the e.g. registration numbers. If he/she insists on this, it should not be placed any closer than 6 inches from e.g. the CA decal and rest of the registration numbers, but this is not the preferred location. It should only be affixed to permanently installed equipment.

As always, your comments are welcome.

Bet You didn't Know...

When entering a port, why are red buoys to starboard in America and to port in Europe?

It's true! Throughout the Americas, including the Caribbean, even if they happen to be English, Dutch, or a French possession, the rule is "red right returning." But when you sail into a European port, the red buoys are on the port side, Crazy as it seems, the world is divided into two zones, A and B, with the beaconing one being reverse of the beaconing in the other. Generally speaking, zone A is of British influence and Zone B reflect American influence. An attempt was made to correct the anomaly early in the 20th century when buoys were equipped with lights, but there is no meeting of the minds.

Congratulations!

Congratulations to the following members who have passed the Vessel Examiner class at the PCA Training Fair held over the weekend of 15-16 August. Please assist provide assistance so they may complete their qualification ASAP :

Roger Bazeley	01-07	Albert C. Rugo	01-07
James Ippolito	03-03	Jonathan Briend	06-07
Lewis Keizer	06-10	Jack T. Scheidecker	10-02
Tim Mandel	10-02	Gwendolyn Hammer	12-02
Rosemary Maddock	12-02	Ronald Walker	12-02
Chester Bartalin	12-02	Michael Fanfa	12-21

Congratulations!

Congratulations to the following examiners who have performed 20 or more VSC's during 2009*

Jerel Berkov	01-04	David R. Naumann	04-01
Michael D. Mirata	05-02	Randy C. Powers	05-03
Paul J. Brighton	05-07	Irving R. Golub	10-03
Peter F. Snook	11-01	Bruce D. Mc Intyre	11-01
Jerry L. Gilmore	11-01	Donald R. Morrision	11-01
William M. Leppard	11-01	James S. Van Fleet	12-03
Clarence Johnson	12-21		

This brings our total to 72 examiners reaching this plateau!! This is approximately 17% of the total District examiner base. 2008 had 52 examiners or 15% at this time. Where's your name?

PLEASE be certain that all stats are reported MONTHLY using the CURRENT Form 7038 to your FSO-IS so you and your unit(s) will receive proper credit.

*Statistics as shown in AUXINFO thru August 2009

VSC Questions - Answers can be found in another location in the newsletter

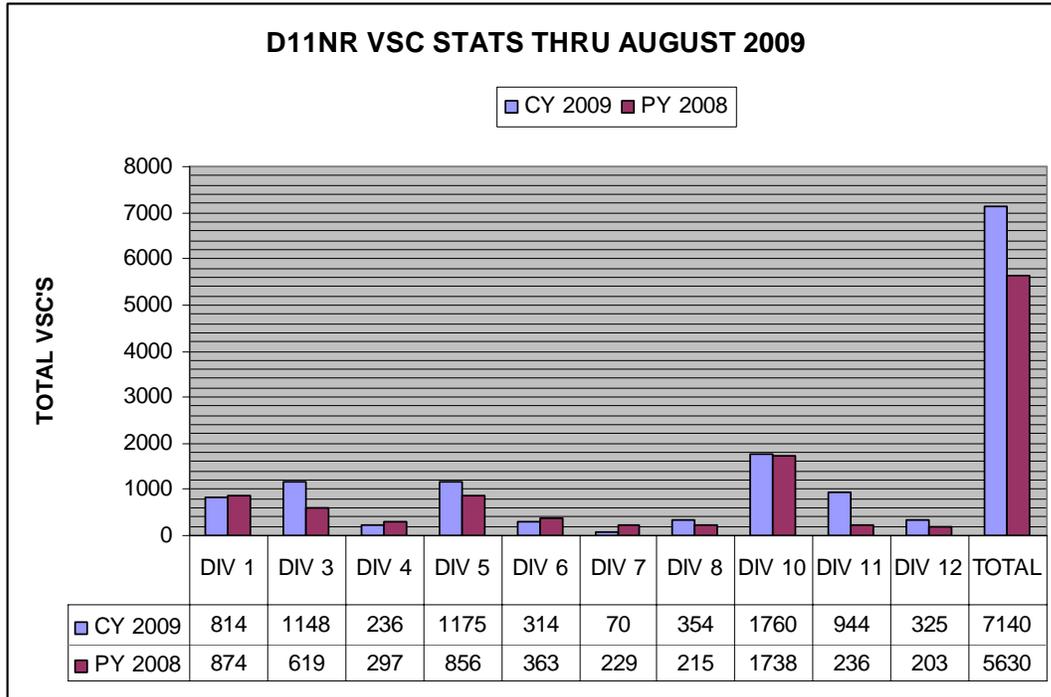
1-Which of the following require an efficient sound signaling device to comply with the Navigation Rules?

- a. All vessels.
- b. Only Class I motorboats, from 16' to less than 26'.
- c. Only Class II motorboats, from 26' to less than 40'.
- d. Only Class A motorboats, less than 16', including PWC's.

2-A documented recreational vessel is required to:

- a. Display the name and hailing port on the stern in letter at least 4" high.
- b. Display the name and hailing port on some conspicuous part of the hull in letter at least 4" high.
- c. Display the name and hailing port on both sides of the bow and stern in letter 4" high.
- d. Have the official number and net tonnage painted on the main beam in letter at least 4" high.

• Division Statistics*



The goal for D11NR for 2009 is **7,800 VSC's**. We are **92%** of our goal for the year and **126%** of 2008 production! **Note that 2009 continues to lead 2008 at this time!** The data source is AUXINFO. PLEASE be certain that all stats are reported MONTHLY using the CURRENT Form 7038 to your FSO-IS so you and your unit(s) will receive proper credit. Additional stats from AUXINFO* indicates that 4404 or **62%** of our VSC's are First Time VSC's. In addition 4385 or **61%** are High Risk VSC's.

*Statistics as shown in AUXINFO thru August 2009

VSC Calendar

Nothing new to list.

Welcome Aboard and Welcome Back!

Rodney E. Collins*	06-07	Peter W. Kyryl*	06-07
Stanley T. Wolfberg *	06-10	Lura L. Dymond	12-91

***Re-certification**

With the addition of these 4 new and re-certified examiners for 2009, our examiner base total is now 302 active examiners! This represents about 21% of our total District membership. This information is supplied by the Director's office, as examiners are qualified.

National and District News

National News

-Fit to Float Results

Bass Pro Shops reported that 1,537 life jackets were traded in during the recently completed Fit to Float event at all Bass Pro Shops in the country. **This is an average of 30 lifejackets per store, however over 70 lifejackets were turned in at the local Manteca store!** Participants received a coupon valid for a discount on the purchase of a new life jacket. Many purchased new-style life jackets which is an indicator they will be wearing them on the water. This was the third year that Auxiliarists supported Fit to Float and contributed to promoting "Wear It."

-Raymarine Recall

Raymarine has initiated a voluntary recall of the Raymarine SPX5 Sport Drive Pilot, according to an alert from the company. Raymarine said it has identified a potential component problem with the device, which it has sold since February.

As a result of the problem, the device's mechanical clutch assembly may fail, causing the steering of the vessel to lock in one direction.

Customers should stop using the products immediately and arrange de-installation and return to the retailer/dealer where it was purchased. The retailer/dealer will arrange for a replacement or, if preferred, a refund.

For more information visit their web site at:

<http://www.boating-industry.com/output.cfm?id=2232811>

Source: [Pete Urgola, DC-V]

-Boating Accident Statistics Just Released for 2008

The USCG Boating Safety Division just released the comprehensive analysis of boating statistics for 2008. During 2008, the Coast Guard recorded 709 deaths, 3,331 injuries and approximately \$54 million in damage to property, stemming from 4,789 recreational boating accidents. This represents an increase in the fatality rate (a measure of the number of deaths against the number of registered recreational boats) from 5.3 in 2007 to 5.6 deaths per 100,000 registered recreational boats in 2008.

To download the PDF file of statistics:

http://www.uscgboating.org/statistics/accident_stats.htm

-Materials Restocked at ANSC

ANSC has received the following materials;

VSC Decals, ANSC 9012- Send orders via the **DSO- VE**

RBSVP racks, ANSC 9018- Limit five per order. For larger quantities consult with the DSO- PV

RBSVP Decal, ANSC 9015- To replace the obsolete MDV decals. For use with "traditional" RBS partners.

Pamphlet- ANSC 3009- Global Maritime Distress & Safety System

Pamphlet- ANSC 3031- Safe Boating Tips for Anglers, Hunters, & Campers

Source: [Pete Urgola, DC-V]

♥District News

-Special thanks to Jim Goff, Randy and Nelda Powers for participating in the Delta Blitz III at Discovery Park and Sacramento Marina in Sacramento. 94 VSC's were performed at both locations for a total of 284 VSC's at all 3 events held over the summer! All 3 members participated at all 3 Delta Blitz's and did an excellent job! Additionally, thanks to all examiners how participated at these HOT events!

-We've been asked by the National V Dept to participate in a VSC survey. Please take a few minutes with your completed 7012/204 forms and click on the link below. Please place your state abbreviation and the zip code in the white boxes where the VSC took place. Then simply move your mouse to highlight each question and place a check mark in the box that corresponds to your 7012/204 form. Each box **requires** an answer, either "YES", "NO" or "N/A". When complete, click on the "DONE" button at the bottom of the page and proceed to the next form.

So that you may be able to come back at a later time and add more information, please add the link to your "Favorites".

http://www.surveymonkey.com/s.aspx?sm=pO89nSMc1z2iLtMkdlq1Ag_3d_3d

Question 1-"a" See page 22 of the VSC Manual
Question 2-"b" See page 13 of the VSC Manual



Let's work together for our safety and the safety of others by setting an example and wear our lifejackets while performing VSC's especially when working around docks and when climbing aboard large vessels!

